

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU	(MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.)	SUNDAY, 21st May, at 4 P.M.
FUTAMI MARU	(NAGASAKI, KOBE and YOKOHAMA)	THURSDAY, 25th May, at 4 P.M.
KASUGA MARU	(THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE)	FRIDAY, 26th May, at 4 P.M.
*IDZUMI MARU	(SEATTLE (WASH., U.S.A.) via KONA, YOKOHAMA & VICTORIA, B.C.)	THURSDAY, 1st June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 15th May, 1899.

A. S. MIHARA, Manager.

Dr. KNORR'S ANTIPYRINE

patented "LION BRAND" In Powder and Crystals, also in Drops of grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS!

MILK, MILK, MILK. JUST LANDED.

A FRENCH CONSIGNMENT OF ANGLO SWISS CONDENSED MILK.

Per Dozen tins.....\$2.50
Per Case of 4 Dozen.....@ 2.50

H. RUTONJEE,
13 & 15, d'Almeida Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.
Hongkong, 15th April, 1899. [582a]

Notice of Firm.

NOTICE is hereby given that Mr. EDWARD HARVEY HINDS has been authorized by us to sign "PER-PROCURATOR" from this Date.

McGREGOR, BROS. & GOW.
Hongkong, 15th May, 1899. [654a]

Shipping.

STEAMERS.

FOR SHANGHAI, YOKOHAMA & KOBE.

THE Steamship

"BIRCHTOR,"

Captain Belline, will be despatched as above on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to DODWELL & CO., LIMITED.

Agents.

Hongkong, 12th May, 1899. [644a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1899. [651a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED,"

will be despatched for the above port, on or about the 20th instant, to be followed by the S.S. "MONTOMERY" about 2nd June.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1899. [651a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th June, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street. [3]

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th March, 1899. [1310]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Onuma Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wre Co., Shanghai.

Onoda Cement Company, Japan.

Kansai Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Japan.

Tokyo Cotton Spinning Mill, Japan.

Kobe Cotton Spinning Mill, Japan.

Yokohama Cotton Spinning Mill, Japan.

Osaka Cotton Spinning Mill, Japan.

Kyoto Cotton Spinning Mill, Japan.

Nagasaki Cotton Spinning Mill, Japan.

Fukuoka Cotton Spinning Mill, Japan.

Hiroshima Cotton Spinning Mill, Japan.

Matsuyama Cotton Spinning Mill, Japan.

Takamatsu Cotton Spinning Mill, Japan.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed by Hongkong.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glencliff... 3,750 J. McGilivray... May 30.

Olympia... 2,837 J. Truebridge... June 17.

Victoria... 3,502 J. Pantou... July 4.

Tacoma... 2,811 A. Dixon... July 29.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 Williamson June 3.

Columbia... 2,976 J.N. Moncur July 6.

Monmouthshire... 2,874 W.A. Evans July 22.

Lennox... 3,677 Williamson Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th May, 1899. [4]

FOR SAN FRANCISCO

THE 100 A.T. British Bark

"QUEEN MARGARET,"

Master will sail for the above port on or about the 20th instant.

For Freight or Passage, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 12th May, 1899. [4]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.) (Passenger Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passage
*HEIDELBERG	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	2nd May	Freight and Passage
*SIBIRIA	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 28th May	Freight and Passage
*Hildebrandt	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 1st June	Freight and Passage
*Voss	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	June	Freight and Passage
*KONIGSBERG	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 25th June	Freight and Passage
*Christiansen	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	June	Freight and Passage
DEIKE	NEW YORK via SUEZ CANAL	About 5th July	Freight and Passage
RICKMERS	via SUEZ CANAL	July	Freight and Passage

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offered.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co. Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899. [1310]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the United States, Mexico, CENTRAL & SOUTH AMERICA.

Thyra... 3,406 about May 13.

Belgian King... 3,379 about June 20.

Carnarvonshire... 2,922 about July 23.

Carlisle City... 3,002 about Aug. 20.

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight, Passage, &c., apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 12th May, 1899. [1310]

NORDEUTSCHER LLOYD.

CAN INDIAN MILLS COMPETE WITH JAPANESE MILLS?

The question is answered in the affirmative by Sir George Cotton, President of the Bombay Millowners' Association. In proposing the adoption of the report at the annual meeting of the Association on March 22nd, he said he thought they could successfully compete with Japan and China, because they had the raw material on the spot and an abundance of experienced cheap labour. Japan and China drew almost entirely upon India for their supply of cotton, and as the judicious purchasing of the raw material was an important factor in the working of a cotton mill, the Bombay millowner, with a large market at hand, where he could select his requirements, might have a considerable advantage over his friends in the Farther East, who had to buy on sample at times when freight could be obtained, and pay an additional charge in the shape of buying commission. The mills in Japan and China might appear to have an advantage by working 24 hours per day, but experience had shown that over a long period the loss from heavy depreciation of machinery and inefficiency of labour resulting from night work more than counterbalanced any gain from increased output. A good deal had been stated about the skill and industry of the Japanese millhand, but it appeared from a statement by Mr. Ariga, an ex-Director of the Commercial and Industrial Bureau of Japan, that the Japanese did not take kindly to the labour in the mills. The figures furnished by Mr. Ariga to the Kokka Gakkai Society of Japan, showed that of the 62,743 millhands employed in the Japanese mills in 1898, more than one-half had not more than one year's experience, while almost a fourth more had not more than two years. In the matter of labour, therefore, he could not think the Japanese millhand with his limited experience could equal the skill and dexterity of employees, whose average term of continuous work in Indian mills was from five to six years, while many averaged considerably over that period. Not with regard to China could he see that cheap silver gave the millowners there any real advantage over their Indian competitors.

SIAM AND JAPAN.

M. DE LANESSAN'S COMPARISON.

The late Governor-General of Indo-China is reported to have said that he "did not believe in the possibility of the Siamese becoming a Europeanized nation like Japan." On this a contributor to the *Siam Free Press* says: "I was never so much surprised as by this comparison between Siam and Japan. When I came to Bangkok a few months ago nothing struck me more than the Europeanization of the town, while every time I returned from Europe to Japan, I was struck by the single fact that Japan was becoming more Japanese than I had imagined from what I had heard while I was staying in Europe. Here in Bangkok, the Royal palaces, all the public buildings—except the beautiful but rather dilapidated ones—and the houses of the noble families are European or at least Italian with the little modifications necessary to the national or climatic requirements. The Ministers of State, princes, and officials all speak foreign languages. His Majesty himself being a good English scholar, and talking in what I may call the adopted language of the country as fluently as could be desired. Besides, consider what a number of advisers and employees of the surroundings of a resident in Bangkok, the *chambellans*, *honorables*, *police*, *guards*, *clergy*, &c., all remind one strongly of Europe. Almost the only newspapers are printed in English. American electric lamps are on every table. The tram is Danish, the railways Dutch and German. The cookery of the well-to-do Siamese is not Siamese but French and English. Although I do not know much of the interior I am told that the judges and commissioners there are nearly all men who have had a European education, while the official, and employees that work under them are sometimes European and almost always men who think like Europeans. I may infer from what I have heard that in the towns of the interior, with their European residents, the English way of life is being adopted by the higher classes, and that apart from the *pannung* and the betel-nut, the Siamese *fonctionnaires* are almost European. The Siamese have become almost as Europeanized as an independent nation in the East can be. And as Siam has no middle-class and the lower classes do not count for much, it may be said that the whole country is represented by the Princes and nobles already Europeanized—in my opinion too much so—and is now in a fair way of becoming another Hawaii!"

THE CASE OF JAPAN.

Her Emperor lives in a wooden palace, somewhat like a Siamese, but without its towering pagoda. The palace grounds which are formed of a hill which is partly artificial, are surrounded by moats; which, recently, provoked an American traveller to remark that the Mikado of Japan resides on a little island in the middle of a big town consisting of a collection of thatched huts and mud hovels. This is quite a true description, too, and comes naturally from the mouth of one accustomed to the skyscrapers of Chicago and New York. The Japanese Emperor wears, it is true, European military dress, and the court follows his example—the officials donning uniforms of Western style on public occasions. But otherwise there is not much in the Court or capital which would remind one of Europe. Only a few public buildings and private houses are built in the European style. The majority of the nobles and rich people still live in their own hut-like edifices generally surrounded by small gardens. European friends are often invited to their family teas and dinner, but there is nothing of the Occident in the manner of preparing or serving those meals. Some of the hosts and hostesses speak a little English, but the percentage is very small. Their tastes, as a rule, incline them to think more of classical China, than of the modern Europe. Anything that is gorgeous and glaring is avoided. Gilded or shining materials are left to the vulgar, or to places and ceremonies frequented by the common people. Even granting for the sake of argument that the upper classes of Japanese are becoming Europeanized as they were to a large extent influenced in a similar manner by China about ten centuries ago, it cannot be denied that the large middle class in the crowded towns, and the farmer and fisherman inhabiting the little hilly islands and narrow sea-shores are much the same. Japanese are their forefathers were 500 years ago. There is but one visible change in them except that which has been brought about under the influence of the recently introduced system of Public Instruction. In Japan the influence of the West can only be discovered in the railways, cotton mills and manufactures, which are entirely various European models, also to some extent in the codification of laws and statutes according to the French and other Continental methods. In the dockyards and arsenals which all follow the English style, and in a few regiments of soldi-

ers drilled with German minuteness and on the German plan. That is all. In all other respects Japan is Japanese, and that is the reason, I should suppose, why a certain class of foreigners are inclined to say that Japan is not yet prepared for the operation of the revised treaties.

Japan is not an aggressive country; and she has never been one, as her history proves. Her wars were always defensive. And her defence is now being completed. She can put into the field some 450,000 soldiers (one per cent. of her population, and only one tenth of the French army on war footing). These soldiers are ready with their new rifles and guns.

KUALA LUMPUR CONVENT.

A correspondent in Kuala Lumpur writes:—On the 1st of March a convent school was opened here, and it promises to become a useful institution. It is located on the outskirts of the town in a large Chinese house, and has accommodation for about forty persons, apart from class rooms. There are now sixty pupils in attendance, including fourteen boarders, of whom four are orphans. The educational programme at present includes the usual primary curriculum, in addition to the primary class, music is also taught as an extra subject. The work of the good sisters is much appreciated, but for the moment the income of the institution is insufficient to cover expenses, and though it is not contemplated that the thing will fall through, it is, nevertheless, necessary that it should receive aid from private sources, and it is hoped that the generously disposed in Kuala Lumpur and elsewhere will come forward and assist in encouraging the development of what will most assuredly prove a deserving institution.—*Straits Times*.

THE ANGLO-RUSSIAN AGREEMENT.

VIEWS OF THE JAPANESE PRESS.

Touching the agreement just arrived at between Great Britain and Russia, the *Asahi* says the terms are tantamount to the fact that the Yangtze valley and Manchuria are considered the respective spheres of interest of the two Powers. The open door policy, in the simpler and earlier acceptance of the term, has thus been formally abandoned by Great Britain. The open door in the sense of equal opportunities for all is conditional upon the maintenance of China's independence and integrity. The delimitation of spheres of influence, however, points to partition, and may be reconciled with the open door policy only in the sense of equal or equitable distribution of opportunities. In the face of the utter impotence of the Chinese Government and the increasing pressure brought to bear upon it by other Powers, notably Russia, we can well understand the reason of the turning round of British policy, for every nation has its own interests to guard and can not be expected to "volunteer itself for a Quixotic enterprise in behalf of a country incapable of any manner of self-help. It is not also in the power of Japan to run counter to the general drift of events without prejudicing her own interests. Whatever may be our sentiment toward the neighbouring people, we have to face the hard facts as they are, and be prepared to maintain our rights and interests in every emergency."

The *Japan Times* does not understand exactly what is meant by "existing enterprises." Do they include those for which the right has been secured by the subjects of the respective countries or do they cover only those which are actually in operation. If the former be the meaning then the Lu-Han railway, which extends to the heart of the British sphere of interest, will remain virtually in Russian hands, and similarly the British railway concession outside the Great Wall in the north will remain intact. If, on the other hand, the other and more strict rendering of the expression be accepted, it must be presumed that some special adjustment has been made for the potential enterprises for which the right is held by the subjects of either country in the other's sphere of interest.

The *Tokio Journal* says it is certain that the two Powers have agreed to the delimitation of their respective spheres of interest or influence in China. But it cannot see that this action of Russia and England is likely to alter in any way the situation in the Far East, unless, indeed, the compact includes, besides the general agreement as to spheres of interest, some articles contemplating definite action upon certain circumstances. The latter supposition is, however, unlikely, for serious as we believe that the time had arrived when the fate of the Middle Kingdom can be made the subject of deliberate international negotiations. Continuing, the *Times* considers that the agreement does not introduce a new factor in the politics of Eastern Asia, as it simply puts on record what has long since been conceded in practice, or what it has at least been already understood. Russia is long recognized. Nobody, for instance, has doubted that Manchuria is already under the virtual control of Russia, or that British interests and influence predominate in the Yangtze Valley. Englishmen in Northern China will continue to grumble at the increasing evidence of Russian influence there, just as much as they have done before. While Russians will not be a whit less jealous of the increase of British influence in China. The two hereditary rivals for supremacy in Asia, cannot be effectually removed, unless one or the other of them consents to give up the game for ever. And that is exactly what neither will consent to do.

The *Yiji* regards the agreement as a preliminary to the partition of China, and thinks the most notable feature about it is the cool and complete way in which the possible views and preferences of the Chinese Government are ignored. Our contemporary anticipates a marked change in England's policy towards China, and says it is certain that the huge Kingdom is now on its last legs and being hurriedly swept along to its doom. What is to be Japan's policy? Is the question asked. The necessity of safeguarding her interests in the province of Fukien is pointed out, and the limitless attitude at the present juncture should result in the loss of the rights the country now possesses in the neighbouring Empire.

Of a very different order are the *Mitsubishi's* comments. This journal sees in the agreement proof that Russia and Great Britain have come to terms and that if either or both entertain sinister aims in Eastern Asia, only Germany as Germany is known to be imbued with any thing but selfish motives, the possible duty of preserving the peace in this part of the world must devolve upon Japan. Happily, remarks the *Tokio* paper in a fine burst of irony, the great man at the head of affairs in Tokyo may be safely trusted to probe actual to the demands of the situation.

HINTS TO EXPORTERS TO JAPAN.

The United States Consul at Nagasaki, in a recent report, states that whenever an article of manufacture has secured the favour of Japanese traders, there is no reason for its not continuing to monopolise the market, provided the standard of quality be fully maintained, and care and attention be paid to the appearance of the packages and to the methods of shipping. There is a preference on the part of most foreigners, and of many Japanese, for glass jars for all fruit, vegetables, &c., rather than tin cans, when the former are practicable. Whatever is put upon the glass in the nature of label or advertisement should be so heavily varnished or prepared in some other way as to permit of its being washed without marring the beauty or clearness of the label; while cans should be provided with labels other than those of thin paper, which do not allow the can to be washed and have its appearance restored when it becomes fly-speckled or shopworn. The methods adopted by most of the French purveyors are recommended. In the matter of packing, it is very desirable that the initial jar or tin be as small as is practicable—for example, butter in half-pound tins, fruit and vegetables in half-pound tins or pint jars; while cases of such size as can be carried conveniently by a porter along rough mountain roads, will find a much readier sale with the Japanese than the large cases containing two dozen 2-pound tins. In the one-item of biscuits it is believed that the American bakers are gradually supplanting the European. The present size of the tin boxes used rather checks the sale to the Japanese, and it is probable that tins of half the size would sell much more readily. Besides the matter of cost, there is an additional reason for small tins, in that the biscuits soon lose their crispness in a moist climate. In textiles, machinery, implements, and all other articles, it is equally important that the standard of excellence originally established when first soliciting orders be rigidly maintained, and also that the requirements of the Japanese dealers and consumers be carefully ascertained and fully complied with.

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

F. BOHM, Proprietor & Manager. Hongkong, 28th April, 1899. [12]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINTMANN & Co. Hongkong, 11th September, 1896. [19]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE, \$160. A special reliable Watch made for this Climate.

Quality A. \$120. Quality B. \$112. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

27

WATERING APPARATUS

Non-leaking (Ordinary Hydraulic and Jet) Watering. Spraying, Watering, Bores, and other work.

China-Water, Copper and Cast Iron Cocks and Valves.

E. GUESNIER, Esq., Engineer and Boil Maker, (Licentiate of the Académie des Sciences), 27, Rue des Mathurins, PARIS.

Representative of the French Government, and authorized to supply the French Navy, the French Army, the French Colonies, and the French Merchant Marine.

Engineer and Boil Maker, (Licentiate of the Académie des Sciences), 27, Rue des Mathurins, PARIS.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1897. [11]

GHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Votroland and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

LET 'EM ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899. [596a]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Le-Hou Road.

I. S. now in position, in his New and Co-well modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central, Hongkong, 8th March, 1899. [18a]

SIEN TING, SURGEON DENTIST,

No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1898. [43]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong, Kowloon, and the Straits.

GERALD C. COCKREY, American bark, J. F. SUTHER, By Order, Standard Oil Co.

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GERALD C. COCKREY, American bark, J. F. SUTHER, By Order, Standard Oil Co.

Consigners.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship.

"NIPPON MARU." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 11th May, 1899. [1310]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c. S.S. *Amir*, &c. From Persian Gulf, &c. S.S. *Amir*, &c. From Zanzibar, &c. S.S. *Amir*, &c.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 11th May, 1899. [15]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship.

"INDRAPURA." having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 19th instant, will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 20th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Agents.

Hongkong, 12th May, 1899. [643a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, PENANG & SINGAPORE.

THE Steamship.

"VINDOBONA." having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings Cargo:—From Trieste, &c. S.S. *Imperial* transhipped at Bombay.

